

Today's
Advertisements.

VOLUNTEER HEADQUARTERS.

PROMENADE CONCERT

OPEN AIR THEATRICALS

AND
ANNUAL DISTRIBUTION OF PRIZES,
(By Lady Carrington)
TO-NIGHT,
(SATURDAY), the 30th April, 1898,
at 9 P.M.

ADMISSION.....\$1

The proceeds to be used in aid of the

BAND FUND.
TICKETS at Messrs. LAM, CRAWFORD & CO'S
Music Depot.
Hongkong, 30th April, 1898. [503]

ARTACHO & CO.

IMPORTERS AND SELLERS

OF

MANILA GOODS.

SPECIAL
MANILA CIGARS AND CIGARETTES.
No. 51, Peel Street or No. 4, Ripon Terrace,
Hongkong, 30th April, 1898. [507]

TO LET.

No. 3, STEWART TERRACE, with Im-
mediate Possession.
Apply to
J. W. NOBLE, [505]THE CHINA MUTUAL STEAM NAVA-
TION COMPANY, LIMITED.FOR SHANGHAI, NAGASAKI, KOBE
AND YOKOHAMA.

THE Company's Steamship

"HYSON,"
Captain John S. Hogg, will be despatched
on MONDAY, the 2nd May, at 5 P.M.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents. [573]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN.

THE Company's Steamship

"MEMNON,"
Captain McGeorge, will be despatched on
TUESDAY, the 3rd May, at 5 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents. [586]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUZ CANAL.

THE Company's Steamship

"ENERGIA,"
will be despatched as above on or about the
15th May.
S.S. "MACDUFF"about 25th May.
S.S. "AFRIDI" " 15th June.
S.S. "FATHAN" " 15th June.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents. [553]THE CHINA MUTUAL STEAM NAVA-
TION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM SWANSEA LIVERPOOL AND
SINGAPORE.

THE Company's Steamship

"HYSON,"
having arrived from the above Ports. Consignees
of Cargo are hereby informed that their Goods
are being landed at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Kowloon, whence delivery
may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Underwriters before
noon on the 6th May or they will not be
received.All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on FRIDAY, the 6th May at 3 P.M.
No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 6th
May will be subject to rent.Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents. [1-574]OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"BELGIC,"
The above Steamship having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature and to take immediate delivery of
their Goods from alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk and
expense.J. S. VAN BUREN,
Agent. [1-575]DAKIN, CRICKSHANK &
COMPANY.VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & CO'S WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufacture.
Special terms to Hotels, Clubs, Messes and
all Large Conventions.For complete list of articles, apply to the
Manager.
Hongkong, 1st March, 1898. [50]

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES & SPIRITS.

ALL these are selected by our London
House, bought direct at first hand, imported in
wood and bottled by ourselves, thus saving all
intermediate profits, and enabling us to supply
the best growths at MODERATE PRICES.PRICE LISTS, with Full Details, to be had on
Application.PORT after removal should be rested a month
before use. When required for drinking at
once it should be ordered to be decanted at
the Dispensary before being sent out.SHERRY.—Excellent Dinner and After Dinner
Wines of very superior Vintage. All are
true Xeres Wines.CLARET.—Our Claret, including the lowest
priced, are guaranteed to be the genuine
product of the juice of the grape and are
not artificially made from raisins and
currants, as is generally the case with Cheap
Wines.BRANDY.—All our Brandy is guaranteed to
be pure Cognac, the difference in price
being merely a question of age and vintage.WHISKY.—All our Whisky is of excellent
quality and of greater age than most brand,
in the market. THE SCOTCH WHISKY
marked "E" is universally popular, and is
pronounced by the best local connoisseurs
to be superior to any other brand in the
Hongkong market.We only guarantee our Wines and Spirits to
be genuine when bought direct from us, in the
Colony or from our authorised Agents at the
Coast Ports.A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 8th December, 1897. [7]

The Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 30, 1898.

THE SHIPPING CONFERENCE.

[Continued]

Mr. CHAMBERLAIN'S Blue-book throws
into lurid light the operations of the Ship-
ping Conference, and indicates something
of the evil which the Ring is working on
Imperial trade. A little while ago the
Peninsular and Oriental Company carried
iron from Antwerp to London, and thence
to India, for 10s. a ton; yet it charged
15s. 6d. a ton on British iron from London
into India. Exposure and agitation
put an end to this particular scandal, but
not until irreparable harm had been
wrought, and the iron and steel export to
India, which of old time had been almost
the monopoly of England, had practically
passed to German and Belgian hands.One English firm, which had an extensive
iron trade with India, found itself so seve-
rally handicapped by these preferential rates
to its rivals that it was compelled to shut
its works at Wigan, where it had employed
about five hundred men. Yet the Penin-
sular and Oriental Company is heavily
subsidised by the British Government.The disgraceful system still flourishes.
The report from the Straits Settlements
gives illustrations of the preferences
accorded the foreigner by the shipping
companies, and declares that as the result,
"Importers find that it is advisable to pay
25s. more to a foreign manufacturer for
an article which could be bought in
London at a sum less by that amount."Here is another instance.—The charges
on cotton piece goods from New York to
Hongkong or Shanghai averaged from
25s. to 30s. a ton, but on the same goods
to the same ports from England, the
charge was 5s. 6d. On machinery the
rates are about forty per cent. lower from
America to China than from England.Other colonies have a similar tale
to tell concerning the evil genius of the Ring.
Let us find room for one instance, from
Cape Colony. Furniture from England
to the Cape pays rates varying between
81s. 3d. and 47s. 6d. per ton; on furniture
from the United States, freight is only
from 22s. 6d. to 25s. and has recently, in
some cases, been as low as 13s. per ton.There are not isolated instances; the
Colonial Office Blue-book is full of them.
It is difficult to rise from a perusal of
the charges without a conviction that the
British Shipping Ring is deliberately en-
deavouring to enrich itself for the time
being by a reckless policy which cannot
but crush British trade. Nor does any
defence of its amazing policy which the
Shipping Ring has put forward help much
to remove the impression. The only plea
worth the name which the Peninsular and
Oriental Chairman put forward in reply
to the Blue-book accusation and the Press
comments thereon, is to the effect that if
the conference did not charge these lower
freights on the traffic it carries from
foreign ports it would not get the traffic
at all. This poor defence, for the ques-
tion is not why they charge low rates to
and from Continental ports, but why they
decline to make corresponding reductions
for British ports. Either these low rates
pay or they do not. If they do, then the
shipping company could afford to chargeequally low rates from British ports; if
they do not, then the directors of the Ring
are either injuring their companies by
carrying unprofitable cargoes (which,
judging from their dividends, seems most
unlikely), or they are forcing British
traders to pay the transport profits, not
only on their own consignments, but on the
foreigners' also. The whole subject is
one of pressing importance, and the
Government should be given to under-
stand that it must no longer continue to
help with subsidies shipping companies
which so misuse their power and oppor-
tunities.Wherever there is cutting of rates, there
is expansion of trade. Ten years ago, the
Trans-Pacific trade was amply served by
a half-dozen boats; other lines started,
rates were cut, competition waxed keen,
and the trade is a hundred times what it
was. American flour was unknown in
China; now it feeds half the population,
because it was carried at ballast-rates
until it made a market for itself. It brings
with it American Cotton and machinery,
displacing British, because British freights
have not been cut down correspondingly.
The Conference stifles British competition.
Millions of pounds were spent on the Man-
chester Ship Canal, to make Manchester
goods cheaper than American in China; the
millions are dead loss, for the Conference
carries cotton more cheaply from any
port in America, two thirds round the
world, than from Manchester. If British
shipowners would make a point of study-
ing the interests of British trade, outward
and inward, the benefit would be mutual.
A Shipping Conference of all British lines
could easily bring irresistible pressure to
bear, to establish a scale of freights which
should be as low to and from British ports
as those to and from their immediate
rivals, Antwerp, Hamburg, Bremen, etc.
London used to be a distributing centre
for huge quantities of merchandise sent to
Northern Europe from other continents.
Liverpool used to be the cheapest route
for American raw cotton to reach the
American customer in the shape of cloth-
ing. We do not say such conditions could
last for ever, but we do say that the
British manufacturer ought at least to
have a fair play in competing with the
German and Belgian, and ought to
get as cheap freights. We do say that the
British labourer should not be victimised
for extra freights on his tea, rice, etc., for
the purpose of letting his Continental com-
petitor get such necessities more cheaply
and thereby be able to live on smaller
wages. This is what it amounts to.Messrs. Wheelock & Co's Freight Market
Report, dated Shanghai, 18th April, 1898,
says:—"The principal feature of interest in our
homeward freight market has been the renewal
of the Conference Agreement for London, etc.,
for a further period of one year on terms similar
to those of recent years. The tariff list has been
revised, new rates fixed being nearly the same
as those now current, an additional 5/- per ton
being imposed on Tea."RAISE OF FARE BY CONFERENCE LINES.
Shanghai to—

General Cargo W. 5th	Tea	Opium
London.....35/0	37/6	40/0
Northern Coast Ports.....35/0	37/6	40/0
New York via London.....42/6	45/0	47/6
Baltimore via London.....42/6	45/0	47/6
Kobe via London.....42/6	45/0	47/6
Manila.....42/6	45/0	47/6
Liverpool.....42/6	45/0	47/6
Hamburg.....42/6	45/0	47/6

Above rates are subject to a deferred rebate,
as per Conference Circular.These rates speak for themselves. "New
York via London," and even a remote
Baltic port as difficult of access and as
limited in trading resources as Kobe—
via London!—as cheap in the Confer-
ence freight scale as Liverpool. It is for
the Conference shipowners to show, if they
can, just cause why the Government should
not take action to compel an alteration of
the system.

REUTERS' MESSAGES.

THE SPANISH AMERICAN WAR.

LONDON, April 28th.

The American ship *Shenandoah* has arrived
at Liverpool, her reported capture by the Span-
iards being untrue.An American torpedo boat destroyer engaged
a Spanish gunboat off Matanzas, after eleven
shots were exchanged the American boat retired,
apparently damaged.A squadron has left Manila to meet the
American fleet.RESULT OF THE TWO THOUSAND
GUINEAS.1. Disraeli.
2. Waverley.
3. Nieuw.

PLAQUE STATISTICS.

During the 24 hours up to noon, 29th April,
17 new cases and 23 deaths from plague were
reported, making the total since 1st January (119
days) 681 cases and 602 deaths.

LOCAL AND GENERAL.

H.M.S. *Edgar* leaves for England to-morrow
afternoon, and the *Rainbow* as soon as she has
completed repairs.A LIGHTERMAN in the employ of the Talko
Sugar Refinery was to-day sent to gaol for three
months for being unlawfully in possession of
six bags of sugar.A CHINA MAN, the owner of five Winchester
rifles sent by Sergeant Williamson on board
the steamer *Hongkong* was to-day fined \$100
and the weapons were confiscated.CAPT. H. H. H. held an enquiry to-day regard-
ing the death of Asa Tloah a gunner in the
Asiatic Artillery, who died in the Station Hos-
pital on the 8th inst. After hearing the Medical
evidence a finding was returned to the effect that
death was caused by acute gastritis brought on
by an overdose of arsenic accidentally self-
administered.Two soldiers of the King's Own were charged
to-day with disorderly conduct while on board a
sloop, and one was fined \$10 and the others
\$7, while they were each ordered to pay \$4 com-
pensation to the master of the boat.We are sorry to have to report another case of
a European being attacked with plague. This
time it is P.C. 75 MacDonald. He had been
suffering for some time past but only developed
plague about three days ago. He was on duty
in the Central district.Mr. F. Bedford, of the Western Hotel is again
organising his military smoking concert so
popular with the services last year. One was
given during this week and went off most suc-
cessfully. Songs, dances and recitations filled
the time pleasantly from 6.30 till 9.15. The host
provided a good supper and "The Queen"
brought the proceedings to a close.In regard to the arrival of Prince Henry at
Matsu Island, near Foochow, and the report
that the Germans intended to annex the island,
we find from Shanghai papers that the truth is
as we surmised; the poor old *Deutschland* has
broken down again, and that is the only reason
for the German Squadron's staying at Matsu.
The place is utterly useless for annexation
purposes.The residents of Calao Road near the Hospital
are complaining very much about the Sanitary
authorities boring rubbish on a piece of vacant
land in their immediate vicinity. The stuff has
been taken from Chinese houses and the odour
it emits is better imagined than described. It
fills the houses and people have to keep doors
and windows constantly closed to prevent the
nocturnal smells filling the place.The ferry steamer *Morning Star* got a "bump"
from a Chinese junk on Thursday night and
some of her upper works on the port side
were carried away. One of the three European
passengers received a black-eye and nothing
more serious took place. P.C. Bencherel arrested
the junk master. It is said that the junk had
lights but they could not be seen from the
steamer. The matter will probably be enquired
into by the Harbour Master.A WOMAN, her daughter and son, and two
coolies were to-day charged with assaulting an
old woman in Ing Hom Street. The complainant
said there was a procession and she accidentally
shoved the first defendant, when the others set
upon her. The story for the defence was that
complainant was amusing herself throwing
crackers on them while they were worshipping.
There was a good deal of hard swearing and
Capt. Hastings fined the woman \$5, discharged
the son and daughter and bound the coolies
over to \$1 each to behave themselves for a
month.The police and military are putting in good
work as regards the cleansing of the Chinese
quarters. Down Wanchai, Amoy Lane, Swatow
Lane, Wai Hing Lane, Ship Street and Tai
Wong Street, all most equal and filthy places
have had a thorough overhauling and the
rubbish removed from them was very
considerable. By the aid of Jey's Field the
houses have been "sweetened" and it is only
matter for regret that this work was not carried
out at frequent intervals during the year instead
of only being taken up spasmodically when the
disease is rife in our midst.The second mate of the steamer *Freije* was to-
day charged at the Magistracy with assaulting
a Chinaman on board the vessel, by striking
him on the eye. Complainant said he was going
to clean a cabin by the officer's order when the
latter said he was slow and struck him. Defen-
dant said that complainant took no notice of the
first order and when told again he moved slowly
and spoke in Chinese. He then gave him a
slight shove. Complainant then took up a
bucket to strike him with and defendant struck
him. Capt. Hastings bound the defendant over
to the sum of \$1 to be of good behaviour for one
month.MESSRS. BENJAMIN, KELLY AND POTTS' *Weekly
Share Report*, dated Hongkong, Friday, 29th
April, says:—"The past week has resulted in a
very small amount of business, and rates
generally show a further drop on our last quot-
ations. Banks—Hongkong and Shanghai Banks
have ruled very quiet and only a small sale at
184 per cent. premium has been effected. The
London rate has advanced to 445. Marine
insurances.—China Traders have changed hands
at \$54, \$53 and \$45. Cansons are wanted at
\$537. Yangtze are offering at \$134 ex div.
Straits are weak with sellers at \$115. Unions,
a small lot has changed hands at \$235. Fire
insurances.—Hongkong Fires have ruled quiet
with sellers at 337. China Fires are still
obtainable at \$98. Shipping.—Hongkong,
Canton and Macao Steamboats have been
placed at \$160 and are quiet at the rate. Indo-
China have declined to \$60, but are again firm-
er with sales and buyers at \$61. Douglas Steam-
ship have been sold at declining rates
down to \$101, owing to forced sale for the settle-
ment. Lyons are offering at \$36. Mining.—
Panjoms dropped to \$5. Charbonnages have
been sold at \$130. Ranks have changed hands
at \$278, \$281 and \$283. Great Eastern and
Caledonians have been done at \$240, \$230 and
\$210, and close with buyers at \$230. Officers
B have been placed at \$11. Docks, Wharves
and Godowns.—Hongkong and Whampoa Docks
have declined to 350 per cent. premium, at which
rate a fair number of shares changed hands; the
market closes firm with further buyers. Kowloon
Wharves have been sold at \$54 and are now
wanted at \$54. Whampoa have been negotiated
at \$44. New Amoy Docks have been fixed at
\$18. Lands, Hotels and Buildings.—Hongkong
Lands continue quiet with sellers at \$73 Hong-
kong Hotels are in demand at \$53. Cotton
Mills.—Kwong are quoted at \$15. 100. Interna-
tionals are wanted at \$12. 112. Miscellaneous.—
Green Island Cements have been bought at
\$27 and \$122 for the Old and New respectively.
A. S. Watsons are obtainable at \$115. George
Youngs are required for \$31.

THE SPANISH-AMERICAN WAR.

(From our own Correspondent.)

MANILA, 30th April, 1898.

Information wire stopped writing.
(From this it would appear that the reading of
cables is prohibited and that our correspond-
ent is writing. It is wonder he was per-
mitted to give even this information.)The British Consul at Manila believes that
the Spaniards will fight and that they fear the
rebels more than Americans. Supposed to be
50,000 troops in Manila.Three Spanish ships left Manila on 23rd and
three on 24th and are now concealed about the
entrance to Manila Bay while a small gun-
boat is on watch for the Americans and boarded
the *Memnon* as she left.Manila folks are expecting the *Emeralda* to
return with provisions and have no idea that
she is in American pay.The Consul believes that there is truth in the
statement of miles being laid.It is believed that the rebels will attempt to
rush the town and butcher indiscriminately
as soon as bombardment commences. Control had
consequently telegraphed for *Edgar*.All foreigners are buying up as many
provisions as possible.

MOVEMENTS OF THE SPANISH FLEET.

NAVY BY THE "MEMNON."

The Blue funnel liner *Memnon*, Captain R.
McGeorge, arrived to-day from Manila and brings
news of an interesting nature. It was ascer-
tained on board that nothing was seen of the
American fleet on the voyage and as the steamer
left the harbour she had to take a "torpedo
pilot." When she left Manila three days ago
two small Spanish gunboats were there anchored
in South Channel, and two or three small
launches lately bought by the Government were
in the North Channel. As the *Memnon* passed
out a small gunboat came in towing a large
lighter that had been used in laying mines. She
passed the *Emeralda* yesterday, when it was
blowing half a gale from E.N.E. This was at
8.45 a.m. and as the *Emeralda* was flying
light she was hopping and jumping in a manner
that boded ill for the comfort of those on board.The *Memnon* took a cargo of sleepers from
Sandakan to Manila. She was to have made
one more trip, but, in view of the war, it is
doubtful if she will make it. She has brought
up several Spanish residents of Manila and also
about 550 Chinese. The latter are described as
being all possessed of more or less money,
having disposed of their businesses through the
war scare. It is understood that among them
is one of the leading Chinese merchants of
Manila.Two days before the *Memnon* left a gunboat
arrived from down the coast where there had
been trouble with the rebels. The gunboat is
reported to have landed a force and they suc-
ceeded in killing some 50 or 60 unfortunate
Chinamen.The main cause of uneasiness in Manila is
the rebel movement. It is believed that when
the bombardment begins the rebels will enter
Manila and they appeared to be much more
fearful than the "Americans." In fact as to
the latter the general expression is one of con-
tempt.All the Spanish ships have been painted lead
colour, but it is a funny thing that no two of
them have the same tint.When the Spanish mail steamer arrived the
other day she was flying English colours, and
on coming to an anchorage she hoisted Spanish
colours. On leaving again she went out with the
French flag flying.In addition to her usual cargo the *Memnon*
brought a large consignment of specie for the
banks.

AN EX-REBEL LEADER.

With a view to ascertaining the feeling of the
Philippine ex-rebel leaders now in Hongkong,
as to the "difficulty" between Spain and
America a representative of the *Telegraph* called
yesterday at their head quarters. The place
has now taken on quite an air of violence and
is furnished in a style that should satisfy the
most fastidious. The reporter met: S. Flores
Ysabelo Artacho and Agustin de la Rosa. Both
these gentlemen "have" very little English and
again the usual French came into requisition.
Artacho acted as spokesman and he did not
seem to "enthus" particularly over the war.
He gave the reporter, however, to under-
stand that the natives would be only too glad
of the opportunity of fighting against the Spaniards
on the American side. By means of some ex-
cellent charts and maps drawn up, apparently,
by the rebels he explained the defences of
Manila and Cavite and it would seem that the
United States fleet has all its work cut out. What
seemed to interest the gentleman most was his
business prospects in Hongkong. He has with
him his son, a stout lad of 16 or 17, and also
a pretty little black-eyed daughter, who seemed
frightened to let her father out of her sight. A
very excellent collection of arms used by the
rebels was shown, consisting of spears, big bows
and arrows, swords, and a formidable sort of
daggers called the *patas*. The arrows were
slipped with bone and would be fearful missiles
at effective range. Others again had long steel
blades and were capable of going clean through
the human body. The swords and daggers had
saw-toothed edges, and judging their appearance
they appear to have been some service. An ex-
rebel Captain said a very formidable person to
meet after all. Señor Artacho has all the polit-
ness of a Frenchman and he was constantly
deploring his ignorance of "English." As before
said, he was of opinion that his people would
join in the attack on the Spanish forces when-
ever they got a chance. Señor Artacho, it will
be remembered, was one of the parties in the
recent Supreme Court case in which an injunc-
tion was given regarding the disposal of the
money paid to the rebel leaders by the Spanish
Government. He on behalf of some 25 com-
mittees living here obtained an injunction against
Emilio Aguinaldo to prevent also taking the
\$500,000 out of the jurisdiction of the Hongkong
Court. The money was half of a sum that the
Spanish Government last year agreed to pay
the insurgent Chief if they stopped the rebel
forces.

SCENES IN ANNUM.

BY J. D. ROSE, IN THE "SINGAPORE FREE PRESS."

There are few countries in which it is possible
to live so cheaply as in Annam. The cost of
the Annamite currency is the *saqueo*, and no
less than a thousand of these coins go to the
dollar. All household expenses are calculated
in *saqueos*, with the result that a Mexican
dollar goes a very long way indeed in the Annam
account. One of my friends told me that he
gave his cook a thousand *saqueos* every Sun-
day morning, and this sum, equal to one
Mexican dollar, had to last him until Saturday
evening, whilst the unexpunged use of the rations
when occasion required, maintained the service
of my host's table at a very high level, both as
to the quantity and quality of the victuals pro-
vided. The *cadavre* or *can* is as much of an
Annamite institution as the *saqueo*; the
natives have been beaten and bastinadoed for
centuries, and seem to be really unable to get
along without an amount of whacking which
would be considered simply sinful in any other
country. Ducks and fowls cost about a dollar a
dozen and are remarkably fine birds. I used to
do a bit of marketing myself occasionally, and
once bought a great fat calf for the *Asiatas* for
a dollar. This animal was considered a
great treat at first, but in the end the *Asiatas*
got as tired of it as the *Prodigal Son* himself.
Rice and vegetables are very cheap, whilst fish
and game are to be had for nothing. However, I
did better leave off writing on this subject, as
some angry Singapore housekeeper will be hit-
ting me with a brick. It necessarily follows,
however, that all imported articles, such as
flour, coffee, wine, &c., are very dear, and there
is an enormous duty on petroleum which renders
some millions of Annamites bed most remark-
ably early, with the exception of those who
profit by the general obscurity to prove about
and steal anything they can lift.Labour is very cheap, and we calculated our
costs at about ten cents per day, or a
hundred *saqueos* to put it more correctly. The
saqueo is, as might be expected, a most miser-
able coin, a little round greasy thing made out
of a mixture of tin and mud, or anything else
which happens to be very cheap. It also con-
sists very largely of a square hole in the middle,
which permits of the *saqueo* being strung up
into *ligatures*, eight of which go to the dollar.
These *ligatures* are very heavy and require
careful handling, or the string breaks, leaving
your money to roll about over half an acre of
ground. The *saqueo* is also extremely brittle,
and apt to crumble into so many pieces with
less fragility. If any one wants to take five
dollars worth of this money about with him, he
has to load up a horse with it, and the *saqueo*
taken all round must surely be the most unsatis-
factory coin in the whole world. Yet it is
astonishing what can be done in Annam with a
moderate number of these coins, and it is of
course an easy thing to talk magnificent in
specimens.

Intimations.

NIPPON YUSEN-KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU.....	YOKOHAMA (DIRECT)	TUESDAY, 10th May, at 4 P.M.
IDZUMI MARU.....	Kobe and YOKOHAMA	THURSDAY, 12th May, at 4 P.M.
SAGAMI MARU.....	VLADIVOSTOK, VIA SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN and GEMAN.	FRIDAY, 13th May, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 29th April, 1898.

J. J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES
STAMPED ARTICLES

MILITARY EQUIPMENT

Apply to Messrs DODWELL CARLILL & Co., Agents for M. OPPENHEIMER & Co., Paris

CHS. J. GAUFF & CO.,
CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER-
SMITHS, AND OPTICIANS.
CHAMPS ELYSEES,
NAPLES, ITALY.
Sole Agents for Louis Armand's Watches
awarded the highest prize at the Exposition
and for the celebrated OPERA GLASS,
MARINE GLASSES, and SPECTACLES.
Nos. 54 & 56, Queen's Road Central.

LEVY HERMANOS.

**DIAMOND MERCHANTS, JEWELLERS
AND WATCHMAKERS.**
Sole Agents in the East for the amalgamated
CLERMONT, HUMBER and GLADIATOR CO., Ltd.,
DUNLOP TYRES, BICYCLES—PRICES \$125.
A special reliable Watch made for this Climate
Quality A.....\$16
Quality B.....\$12
10, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office.

SIEN TING.

SURGEON DENTIST,
No. 13, D'AVIGLIER STREET.
TERMS VERY MODERATE.
Consultations free.
Hongkong, 29th September, 1898.

DENTISTRY.

DR. SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 8, Queen's Road Central.
Hongkong, 9th February, 1898.

Hotels.

I SAY! HERE'S SOMETHING GOOD.
THE OLD MAN'S ON DECK AGAIN
AT
THOMAS'S GRILL ROOMS.
WHAT'S THE MATTER WITH THIS
TARIFF?—

BREAKFAST	\$ 0.55
Tiffin	0.75
Dinner	1.00
3 MEALS DAILY (Monthly Rate)	40.00
1 Tiffin	15.00
1 Dinner	20.00
Tiffin & Dinner	30.00
BREAKFAST & Tiffin	25.00
BREAKFAST & Dinner	28.00

**BEST OF VIANDS SERVED IN THE
BEST OF STYLES.**
J. E. GOODCHILD,
Manager.

WINDSOR HOTEL,
HONGKONG.

**THIS ESTABLISHMENT, situated in the
elegant Building known as "CON-
NAUGHT HOUSE," offers First-class Accom-
modation to Residents and Travellers.**
Passenger Elevator, from Entrance Hall to
each Floor, in charge of experienced Attendant.
Favourable Arrangements made for Families
and for Monthly or Extended Periods.
BILLIARDS.

P. BOHM,
Proprietor & Manager.
Hongkong, 2nd April, 1898.

THE KOWLOON HOTEL is now refitted
and equipped as a thoroughly HIGH-
CLASS HOTEL, with everything of the very
best, Splendid Suburban Situation, Unrivalled in
the Colony. Cuisine a Specialty: none to
compare. Liquors of carefully selected quality.
Billiard-tables and Bowling-alley, excellent.

J. W. OSBORNE, Proprietor.

April 2nd, 1898.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAITAN,"
Captain Hall, will be despatched for the
above Ports, TO-MORROW, the 1st May, at
Daylight.

For Freight or Passage apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 30th April, 1898.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR AMOY AND TAMSUI.
THE Company's Steamship

"FORMOSA,"
Captain Douglas, will be despatched for the
above Ports, TO-MORROW, the 1st May,
at Daylight.

For Freight or Passage apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 30th April, 1898.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"MENELAUS,"
Captain Towell, will be despatched as above
on MONDAY, the 2nd May.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th April, 1898.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG,"
Captain Osterbridge, will be despatched as
above on MONDAY, the 2nd May.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 29th April, 1898.

CHINA NAVIGATION COMPANY,
LIMITED.FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"CHANGSHA,"
Captain Williams, will be despatched as above
on TUESDAY, the 3rd May, at 4 P.M.

The attention of Passengers is directed to the
Superior Accommodation offered by this Steamship.
The First-class Saloon is situated forward of the
Engine. A Refrigerating Chamber ensures the
Supply of Fresh Provisions during the entire
voyage.

A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th April, 1898.

OCEAN STEAMSHIP COMPANY.

FOR YOKOHAMA AND KOBE.
THE Company's Steamship

"PALINURUS,"
Captain Sawyers, will be despatched on
TUESDAY, the 3rd May.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 29th April, 1898.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"PREUSSEN,"
Captain Helms, due here with the outward
German mail about the 4th May, will leave for
the above place about 24 hours after arrival.

For further Particulars apply to
MELCHERS & Co.,
Agents.

Hongkong, 29th April, 1898.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"ANDALUSIA,"
Captain Schiller, will be despatched for the
above Ports on or about the 7th May.

For Freight, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 26th April, 1898.

HAMBURG AMERICA LINE.

(EAST ASIATIC SERVICE.)

FOR LONDON, HAMBURG AND
ANTWERP.

(Taking Cargo at through rate to AMSTERDAM,
LISBON, OPORTO, LIVERPOOL, GLASGOW,
NORTH and SOUTH AMERICAN PORTS.)
THE Company's Steamship

"WEST YORK,"
W. L. Foster, Master, will load here for the
above Port, and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 7th March, 1898.

FOR SAN FRANCISCO.

THE British Bark

"IMBERHORNE,"
Lever, Master, shortly expected here, will load
for the above port and will have quick
despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 19th March, 1898.

Mails.

NORTHERN PACIFIC
STEAMSHIP COMPANY.VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.PROPOSED SAILINGS FROM
HONGKONG.FOR VICTORIA, B.C. AND TACOMA.
IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Victoria | 3,167 | J. Truebridge | May 10.
Olympia | 2,608 | T. H. Dobson | May 21.
Albatross | 3,164 | J. Panten, R.N.R. | June 14.
Tacoma | 2,549 | A. Dixon | July 2.

ALSO

FOR PORTLAND, OREGON,
IN CONNECTION WITHOREGON RAILROAD AND NAVIGATION
COMPANY.

Drum | 3,601 | E. Porter | June 4.
Mogul | 3,654 | W. H. Wright | June 18.
Columbia | 3,605 | A. Gow | July 9.
Drum | 3,601 | E. Porter | Aug. 13.

THE attention of Passengers is directed to the
very cheap rates offered by this Line,
HONGKONG TO LONDON £47.
Excellent accommodation. First-class Table.
Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on
the American Continent. Magnificent Scenery of
the Rocky and Cascade Mountains. The
YELLOWSTONE NATIONAL PARK route. Passen-
gers to EUROPE may proceed by one of the first
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Ports on application.

Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Ports, and to Canadian and United
States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to the
Freight Agent, Tacoma, Wash., or Portland,
Or. (whichever may be the destination of the
Steamer).

Parcels must be sent to our Office (with address
marked in full) by 5 P.M., on the day previous to
sailing.

For further information apply to
DODWELL CARLILL & Co.,
General Agents.

Hongkong, 22nd April, 1898.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS:

ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prussia | | Wednesday | 25th May.
Sachsen | | Wednesday | 22nd June.
Bayern | | Wednesday | 20th July.
Prins Heinrich | | Wednesday | 17th Aug.
Darmstadt | | Wednesday | 14th Sept.
Prussia | | Wednesday | 12th Oct.
Sachsen | | Wednesday | 9th Nov.
Bayern | | Wednesday | 7th Dec.
Prins Hel. rich | | Wednesday | 4th Jan '99.

ON WEDNESDAY, the 25th day of May,
1898, at 4 P.M., the Company's Steamship
"PREUSSEN," Captain R. Helms, with
MAILS, PASSENGERS, SPECIE & CARGO,
will leave this Port as above, calling at NAPLES
and Genoa.

Shipping Orders will be granted till NOON on
MONDAY, the 23rd May. Cargo and Specie
will be received on board until 5 P.M. on TUESDAY
the 24th May, and Parcels will be received at
the Agency's Office until NOON on TUESDAY, the
24th May. Contents of Packages are required.
No Parcel Receipts will be signed for less than
\$2.50 and Parcels should not exceed Two Feet
Cubic in Measurement.

The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.
Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 27th April, 1898.

To be Let.

TO LET.

COAL GODOWNS, PRAYA EAST.

FLOORS IN STAUNTON AND ELGIN
STREETS.Apply to
112, HONGKONG LAND INVESTMENT
& AGENCY CO., Ltd.

Hongkong, 15th March, 1898.

TO LET.

THREE ROOMS on 2nd Floor No. 8,
Queen's Road Central, Suitable for
Office, Rent Moderate.Apply to
Mr. SUI SANG,
On the premises.

Hongkong, 7th March, 1898.

MANUFACTORY.

all sorts of
OIL PAINTS and COLOUR-WASH
PREPARED IN ALL COLOURS
TO SUIT PURCHASERS.

112, PRAYA EAST, WANCHAI.

Hongkong, 4th April, 1898.

ANTI
CORROSIVESANTI
FOULINGS

MANUFACTORY.

all sorts of
OIL PAINTS and COLOUR-WASH
PREPARED IN ALL COLOURS
TO SUIT PURCHASERS.

112, PRAYA EAST, WANCHAI.

Hongkong, 4th April, 1898.

ANTI
CORROSIVESANTI
FOULINGS

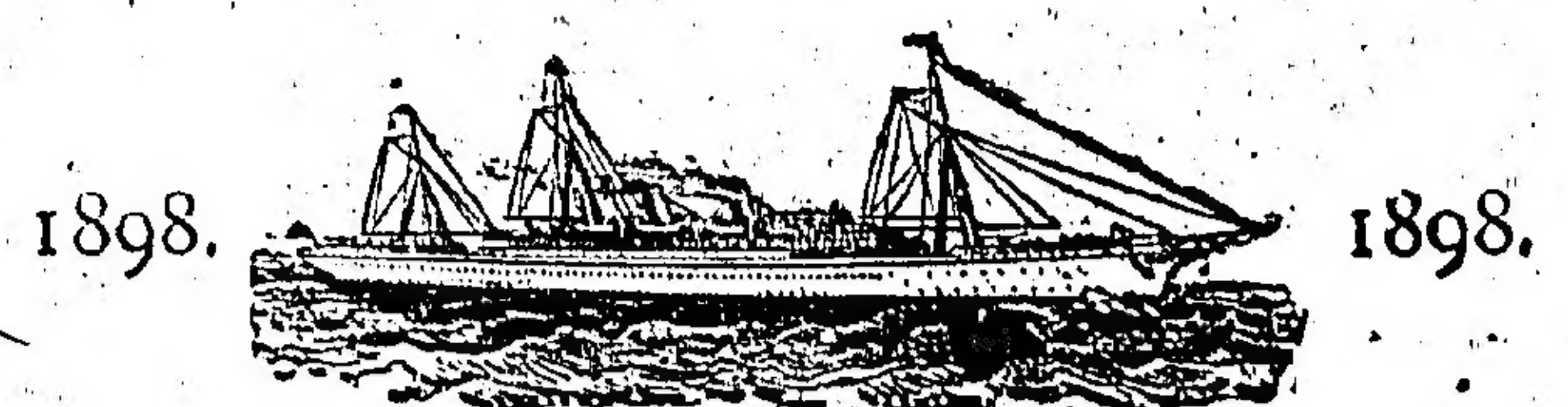
MANUFACTORY.

all sorts of
OIL PAINTS and COLOUR-WASH
PREPARED IN ALL COLOURS
TO SUIT PURCHASERS.

112, PRAYA EAST, WANCHAI.

Hongkong, 4th April, 1898.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 18th May, 1898.
EMPEROR OF CHINA...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 8th June, 1898.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 19th June, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA
OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection
at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN
PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE
ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the
Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition),
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 28th April, 1898.

OCCIDENTAL & ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.THE OVERLAND RAILWAYS,
AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 19th May, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 7th June, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 15th June, at Noon.

THE U. S. Mail Steamship.

"PERU,"

will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU,
on THURSDAY, the 19th May, at Noon,
taking Sinter and Passengers and Freight for
Japan, the United States.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
NORTH PACIFIC, DENVER and RIO
GRANDE, and NORTHERN PACIFIC RAIL-
WAYS; also the CANADIAN PACIFIC RAIL-
WAY on payment of \$4 in addition to the
regular tariff rate.

Passengers holding Orders FOR OVERLAND
CITIES in the United States have, between
SAN FRANCISCO and CHICAGO, the option of
the SOUTHERN PACIFIC, CENTRAL PACIFIC,
NORTH PACIFIC, DENVER and RIO
GRANDE, and other direct connecting
Railways, and from Chicago to destination the
choice of direct line.

Particulars of the various routes can be
had on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officials in the service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan to
Europe.

All PARCEL PACKAGES should be marked to
address in full and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th April, 1898.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR
HARTMAN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND BRAND,
HARTMAN'S GREY PAINT,
DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c.Sole Agents for
FERGUSON'S LIQUOR CREAM
and
P. & O. SPECIAL FINEST SCOTCH
WHISKY, &c.EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May, 1898.

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FORBES SKETCHLY, at No. 6, Pedder's
Hill, in the City of Victoria, Hongkong.